

## REPORT ON MACHINERY.

Port of

Grimsby

Received at London Office

SAT. 8 JUL 1905

Survey held at

Grimsby

Date, first Survey

24th March

Last Survey

29th June 1905

Book.

on the *St. R. K. CLITUS.*

(Number of Visits)

Gross 240.

Net 98.

er *H. Bigger.*

Built at

Selby.

By whom built

Cochrane &amp; Sons Ltd.

When built

1905.

es made at

Grimsby

By whom made

Central Co-op. Eng. Ship Rep. Co. Ltd.

When made

1905.

rs made at

West Hartlepool

By whom made

Central Marine Engineers

when made

1905.

tered Horse Power

Owners

Orient Steam Navigation Co. Ltd.

Port belonging to

Grimsby

Horse Power as per Section 28

71.5

Is Refrigerating Machinery fitted

No.

Is Electric Light fitted

No.

INES, &amp;c.—Description of Engines

In-Eng. Ship Exp. Surf. Cond.

No. of Cylinders

3

No. of Cranks

3

of Cylinders

12 1/4 22 3/5

Length of Stroke

24

Revolutions per minute

110

Dia. of Screw shaft

as per rule 7 1/8

Lgth. of stern bush

2-8

f Tunnel shaft

as per rule 6-4 1/4

Dia. of Crank shaft journals

as per rule 6-8 1/4

Dia. of Crank pin

7

Size of Crank webs

13 x 4 1/2

Dia. of thrust shaft under

s 7

Dia. of screw

8-6

Pitch of screw

10-6

No. of blades

4

State whether moveable

No.

Total surface

25 1/2

f Feed pumps

1

Diameter of ditto

2 1/4

Stroke

12

Can one be overhauled while the other is at work

-

f Bilge pumps

1

Diameter of ditto

3

Stroke

12

Can one be overhauled while the other is at work

-

f Donkey Engines

1

Sizes of Pumps

32 dia x 6 stroke

No. and size of Suctions connected to both Bilge and Donkey pumps

2 bore

In Holds, &amp;c.

Fore hold and fore peak

2 bore

2 bore

Engine Room

Sea, bilge, Hotwell

2 bore

Is a separate donkey suction fitted in Engine room &amp; size

2 bore

Is the bilge suction pipes fitted with roses

Yes

Are the roses in Engine room always accessible

Yes

All connections with the sea direct on the skin of the ship

Yes

Are they Valves or Cocks

Both

Are the discharge pipes above or below the deep water line

above

Are the blow off cocks fitted with a spigot and brass covering plate

Yes

How are they protected

Strong wood casing

All pipes, cocks, valves, and pumps in connection with the machinery and all boiler mountings accessible at all times

Yes

Are the bilge suction pipes, cocks, and valves arranged so as to prevent any communication between the sea and the bilges

Yes

Were stern tube, propeller, screw shaft, and all connections examined in dry dock

New

Is the screw shaft tunnel watertight

None

Fitted with a watertight door

Yes

worked from

Yes

Is forced draft fitted

No

Tested by hydraulic pressure to

No. and Description of safety valves to

Are they fitted with easing gear

No

Mean dia. of boilers

Length

Material of shell plates

Range of tensile strength

Are they welded or flanged

Descrip. of riveting: cir. seams

long. seams

Lap of plates or width of butt straps

Working pressure of shell by rules

Size of manhole in shell

No. and Description of Furnaces in each boiler

Material

Outside diameter

No. of strengthening rings

Thicknes of plates

Description of longitudinal joint

Combustion chamber plates: Material

Thickness: Sides

Back

Top

Bottom

If stays are fitted with nuts or riveted heads

Working pressure by rules

End plates in steam space

Material of stays

Working pressure by rules

Material of Front plates at bottom

Working pressure of plate by rules

Mean pitch of stays

Girders to Chamber tops: Material

Depth

Distance between rings

Working pressure by rules

Length as per rule

Distance apart

Number and pitch of Stays in each

Can the superheater be shut off and the boiler worked

Diam. of rivet

Description of longitudinal joint

Diam. of rivet

Pitch of rivets

Working pressure of shell by rules

Diameter of flue

Material of flue plates

Thickness

How stayed

Are they fitted with easing gear

Area of safety valves to superheater

No

Pressure of end plates

No

No

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**DONKEY BOILER**— No. Description

Made at By whom made When made Where fixed

Working pressure tested by hydraulic pressure to No. of Certificate Fire grate area Description of safety valves

No. of safety valves Area of each Pressure to which they are adjusted If fitted with easing gear If steam from main boilers can enter the donkey boiler

Dia. of donkey boiler Length Material of shell plates Thickness Range of tensile strength

Descrip. of riveting long. seams Dia. of rivet holes Whether punched or drilled Pitch of rivets

Lap of plating Per centage of strength of joint Rivets Thickness of shell crown plates Radius of do. No. of Stays to do.

Dia. of stays. Diameter of furnace Top Bottom Length of furnace Thickness of furnace plates Description of joint

Thickness of furnace crown plates Stayed by Working pressure of shell by rules

Working pressure of furnace by rules Diameter of uptake Thickness of uptake plates Thickness of water tubes

**SPARE GEAR.** State the articles supplied:— Two each crank pin, crosshead & main bearings, reset coupling bolts, junk ring studs, main and donkey feed check valves, reset each of air circulating feed and bilge pump valves, safety & pressure valve springs, bolts & nuts, condensers, boiler tubes etc.

The foregoing is a correct description,

Manufacturer.

For the GREAT CENTRAL CO-OPERATIVE  
ENGINEERING & SHIP REPAIRING COMPANY, LTD.

Fred Lister

Dates During progress of work in shops—  
June 15, 20, 21, 28, 29.  
During erection on board vessel—  
Total No. of visits 15.

Is the approved plan of main boiler forwarded herewith *Yes*.

**General Remarks**

(State quality of workmanship, opinions as to class, &c.)

*Good.*

Materials & workmanship

Material of screw shaft *Scrap Iron*. Is the screw shaft fitted with a continuous liner the whole length of the stern tube *Yes*.  
Is the after end of the liner made water tight in the propeller boss *Yes*. If the liner is in more than one length are the joints burned *Yes*.  
If the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water non-corrosive *✓*. If two liners are fitted, is the shaft lapped or protected between the liners *✓*.

This machinery has been constructed under special survey; it has been securely fastened on board the vessel and tried under steam, and in my opinion is eligible for the record of *HL.M.C. 6.05 (in Red)* in the Register Book.

It is submitted that  
this vessel is eligible for  
THE RECORD *HL.M.C. 6.05.*

*Emil*  
*8.7.05*

The amount of Entry Fee. £ 1 0 0  
Special £ 10 13 0  
Donkey Boiler Fee £ 11 13 0  
Boiler fee charged at 4/12 11 0  
£ 8-2-0

Committee's Minute

Assigned

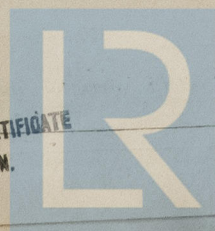
TUES. 11 JUL 1905

+ L.M.C. 6.05

*Ritchie*

Engineer Surveyor to Lloyd's Register of British & Foreign Ships

MACHINERY CERTIFICATE  
WRITTEN.



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Lloyd's Register  
Foundation

The office (Gus)

Certificate (if required) to be sent to  
(The Surveyors are requested not to write on or below the space for Committee's Minute.)